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SECURITY INFORMATION

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COUNTRY Poland and Polish-occupied Germany

REPORT NO.

25X1

TOPIC Airfields in Poland and Polish-occupied Germany

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REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS

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1. Biala Podlaska (S 53/K 46) airfield. On 14 January 1952, about 10 biplanes practicing taking off and landing at the field. The crews were changed after short intervals. About 20 other biplanes were parked on the taxiway. [redacted] The debris of the damaged hangars was removed. Only the steel frames remained. Behind this site there were three new low wooden buildings and five reconditioned three-story brick buildings, each 50 meters long. Other low wooden buildings were also located there. (1)

2. Stolp-Reitz (P 55/N 09) airfield. Between 1945 and February 1951, [redacted] the following buildings were located on the south edge of the field, not far from the road: 1 low brick building which was used as the komendatura building, 2 blocks of buildings used as EM quarters, 4 low wooden buildings, 1 repair hangar and 2 hangars. A concrete taxiway extended from the repair hangar northward toward the landing field. The field was used by Polish military aircraft. Personnel wore Polish Navy and Air Force uniforms were observed at the field. The Polish Naval uniform consists of a dark blue blouse, long trousers and dark blue sailor's cap without ribbon and, occasionally white linen suit with sailor's cap. The Polish Air Force uniform resembles that of the former German Air Force with an open blouse and tie. [redacted] there was a Polish officer in the field called Major Gruberowicz (fau) who alternately wore air force and navy uniforms. [redacted] in February 1951, the field was occupied only by twin-engine planes with single rudder assemblies which had Polish national emblems. There was usually only a little air activity. The planes flew individually and in formations of up to 18 aircraft. Firing at towed targets was occasionally observed. No firing practice, parachute jumps or night or instrument flying was observed. (2)

3. The Stolp-Reitz airfield, located on the southwestern perimeter of Stolp between the road and railroad line to Schlawa (P 55/N 37), was not used by military aircraft after the war. A biplane occasionally circled over the field. There were no indications that the field was to be reoccupied. (3)

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4. Landsberg/Warthe (O 53/1 00) airfield. The airfield is located west of Landsberg/Warthe, on the southern side of the road to Herzdorf (O 53/1 08), and 800 to 1,000 meters west of the railroad station. The field has a length of about 800 to 1,000 meters parallel to the road. [] a small low building on its eastern edge. After the war, the field was used by Soviet biplanes. The landing field was sodded. Up to October 1950, one biplane landed at the field every day about 2 p.m. and took off after about 30 minutes. [] employed by a Soviet unit in the northern section of the town, the biplane brought mail from Liegnitz (O 52/B 82) and picked mail up at the field. A Soviet brigade was allegedly located in the northern section of Landsberg. (1)

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[] Comments.

- (1) The report indicates that a Polish pilot school is located at Biala Podlaska airfield.
- (2) The statements on the status of Stolp-Reitz airfield tend to agree with previous reports as to the buildings and hangars. The information on the uniforms observed at the field indicates that the unit at the airfield is assigned to the Polish Naval Air Army. According to previous statements, the unit concerned is a combined regiment. The blue gray air force uniform is probably worn during flights.
- (3) This information tends to justify the assumption that Stolp-West airfield was only used for non-military purposes up to early 1951.
- (4) This is the first report on the Landsberg/Warthe airfield which is used only by courier planes of a Soviet Army headquarters.

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